

## § 23.151

## 14 CFR Ch. I (1–1–02 Edition)

the airplane accelerating with all engines operating is along the centerline of the runway, its path from the point at which the critical engine is made inoperative to the point at which recovery to a direction parallel to the centerline is completed may not deviate more than 30 feet laterally from the centerline at any point.  $V_{MCG}$  must be established with—

- (1) The airplane in each takeoff configuration or, at the option of the applicant, in the most critical takeoff configuration;
- (2) Maximum available takeoff power on the operating engines;
- (3) The most unfavorable center of gravity;
- (4) The airplane trimmed for takeoff; and
- (5) The most unfavorable weight in the range of takeoff weights.

[Doc. No. 27807, 61 FR 5189, Feb. 9, 1996]

### § 23.151 Acrobatic maneuvers.

Each acrobatic and utility category airplane must be able to perform safely the acrobatic maneuvers for which certification is requested. Safe entry speeds for these maneuvers must be determined.

### § 23.153 Control during landings.

It must be possible, while in the landing configuration, to safely complete a landing without exceeding the one-hand control force limits specified in § 23.143(c) following an approach to land—

- (a) At a speed of  $V_{REF}$  minus 5 knots;
- (b) With the airplane in trim, or as nearly as possible in trim and without the trimming control being moved throughout the maneuver;
- (c) At an approach gradient equal to the steepest used in the landing distance demonstration of § 23.75; and
- (d) With only those power changes, if any, that would be made when landing normally from an approach at  $V_{REF}$ .

[Doc. No. 27807, 61 FR 5189, Feb. 9, 1996]

### § 23.155 Elevator control force in maneuvers.

- (a) The elevator control force needed to achieve the positive limit maneuvering load factor may not be less than:

- (1) For wheel controls,  $W/100$  (where  $W$  is the maximum weight) or 20 pounds, whichever is greater, except that it need not be greater than 50 pounds; or

- (2) For stick controls,  $W/140$  (where  $W$  is the maximum weight) or 15 pounds, whichever is greater, except that it need not be greater than 35 pounds.

- (b) The requirement of paragraph (a) of this section must be met at 75 percent of maximum continuous power for reciprocating engines, or the maximum continuous power for turbine engines, and with the wing flaps and landing gear retracted—

- (1) In a turn, with the trim setting used for wings level flight at  $V_0$ ; and

- (2) In a turn with the trim setting used for the maximum wings level flight speed, except that the speed may not exceed  $V_{NE}$  or  $V_{MO}/M_{MO}$ , whichever is appropriate.

- (c) There must be no excessive decrease in the gradient of the curve of stick force versus maneuvering load factor with increasing load factor.

[Amdt. 23–14, 38 FR 31819, Nov. 19, 1973; 38 FR 32784, Nov. 28, 1973, as amended by Amdt. 23–45, 58 FR 42158, Aug. 6, 1993; Amdt. 23–50, 61 FR 5189 Feb. 9, 1996]

### § 23.157 Rate of roll.

- (a) *Takeoff.* It must be possible, using a favorable combination of controls, to roll the airplane from a steady 30-degree banked turn through an angle of 60 degrees, so as to reverse the direction of the turn within:

- (1) For an airplane of 6,000 pounds or less maximum weight, 5 seconds from initiation of roll; and

- (2) For an airplane of over 6,000 pounds maximum weight,

$$(W+500)/1,300$$

seconds, but not more than 10 seconds, where  $W$  is the weight in pounds.

- (b) The requirement of paragraph (a) of this section must be met when rolling the airplane in each direction with—

- (1) Flaps in the takeoff position;
- (2) Landing gear retracted;
- (3) For a single-engine airplane, at maximum takeoff power; and for a multiengine airplane with the critical engine inoperative and the propeller in the minimum drag position, and the